

## 4 DESIGN DEVELOPMENT

*“A well-designed place is unlikely to be achieved by focusing only on the appearance, materials and detailing of buildings. It comes about through making the right choices at all levels, including the layout (or masterplan); the form and scale of buildings; their appearance; landscape; materials; and their detailing.”*

National Design Guide Paragraph 21





## 4 DESIGN DEVELOPMENT

### 4.1 Concept

*"Well-designed places and buildings come about when there is a clearly expressed 'story' for the design concept and how it has evolved into a design proposal. This explains how the concept influences the layout, form, appearance and details of the proposed development. It may draw its inspiration from the site, its surroundings or a wider context. It may also introduce new approaches to contrast with, or complement, its context."*

National Design Guide Paragraph 16

The concept for the proposals is broadly in-line with the Banbury Vision & Masterplan SPD, which includes -

- The creation of a feature gateway building to the corner of Castle Street and North Bar Street,
- The creation and continuation of a feature landscaped avenue to Castle Street
- The release of Trelawn House from envelopment by the Bingo Hall and provide it a prominent place within the North Bar Street street scene.

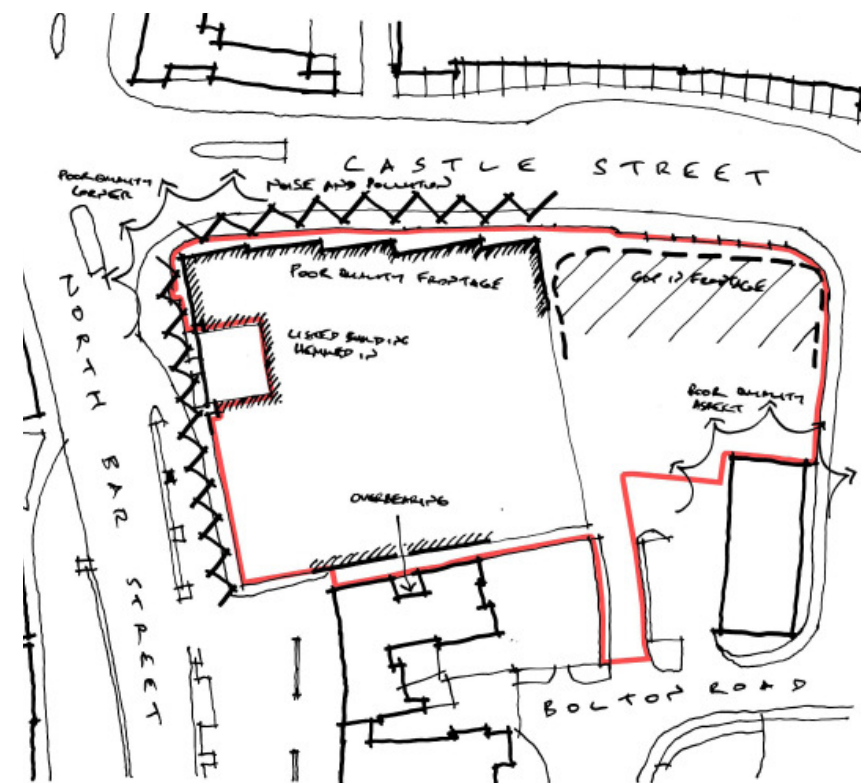
The existing Victorian properties to Castle Street and North Bar Street sit within burgage plots, originally formed when the street was still attached to the medieval core of Banbury.

5-41 Castle Street is a long run of terraced properties that is broken up by some small variation in roof ridge height and changes in material between red brick and white render (p.21).

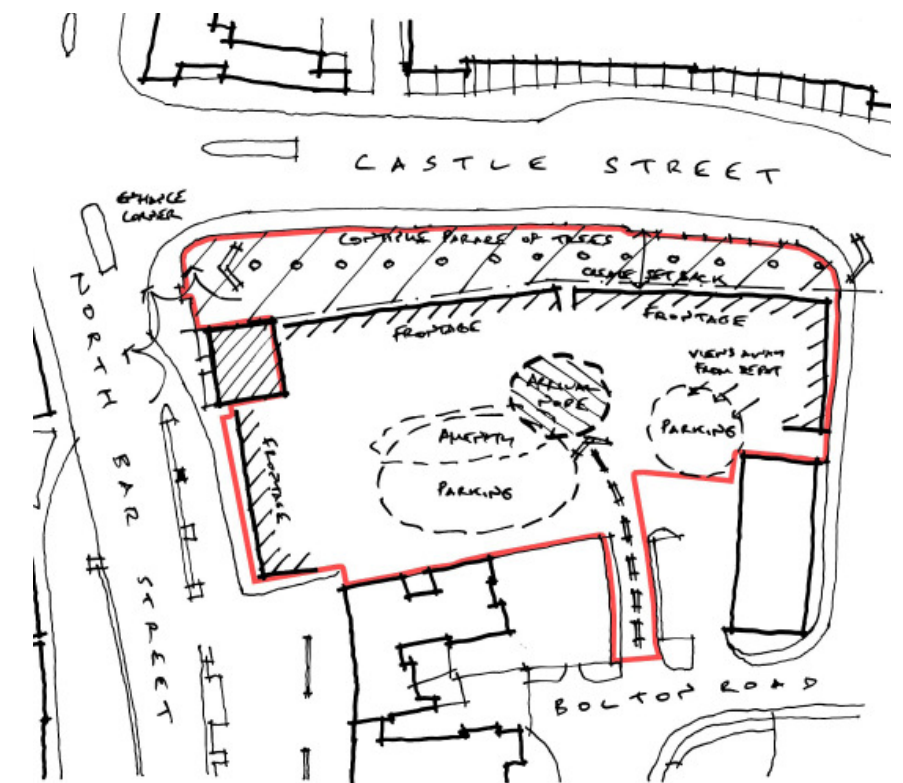
The proposals recognise this predominant character and seek to design the long elevation facing Castle Street along similar lines by breaking the massing up into 4 elements -

- A taller, more formal corner feature which addresses the corner of Bolton Road and Castle Street. This acts as an urban node and a counterpoint to more formal Trelawn House.
- Trelawn House, acting as a second urban node
- Two runs of 'terraces' between the two urban nodes.

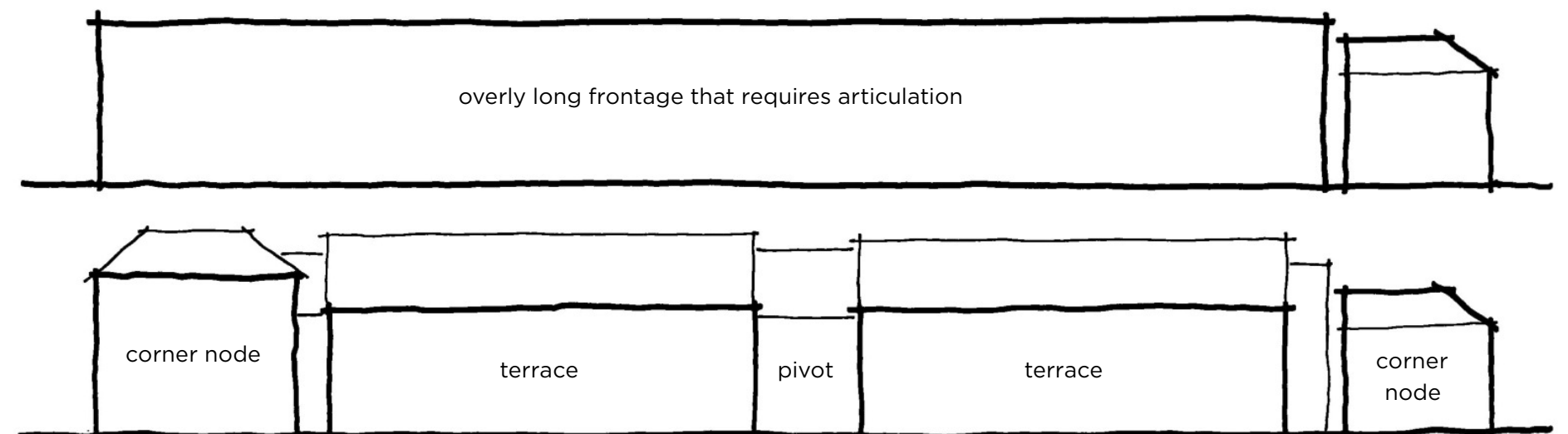
The concept builds up the elevation from west to east, from the tall two storeys of Trelawn House, to the three and three-and-a-half terraces, to four storeys.



Site Constraints



Site Opportunities



Concept Massing to Castle Street

## 4 DESIGN DEVELOPMENT

### 4.2 Layout

*“Well-designed new development makes efficient use of land with an amount and mix of development and open space that optimises density. It also relates well to and enhances the existing character and context.”*

National Design Guide Paragraph 65

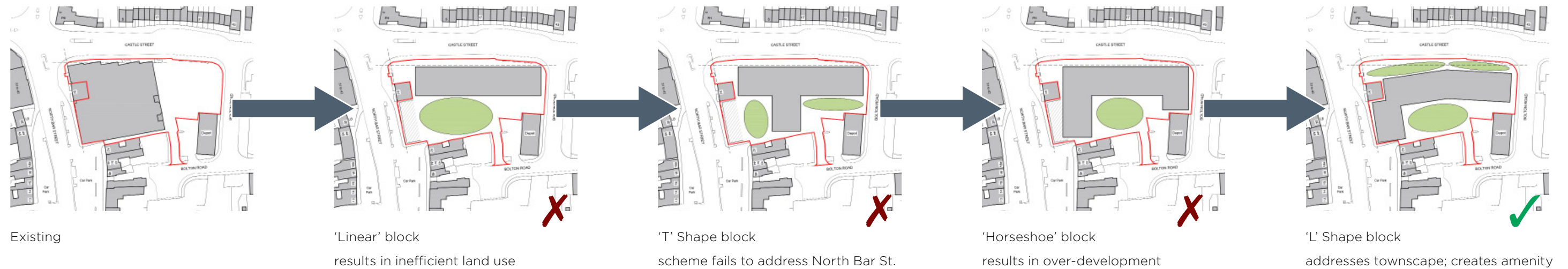
As part of the exploration for the most suitable urban solution for the site, several studies were undertaken to choose the most appropriate footprint for the site, and the most appropriate location for car parking.

The studies seek to balance optimising the capacity of the site without over-development, the provision of parking in a discreet and sensible location, and create an urban form with appropriate landscaping in line with the Banbury Vision & Masterplan SPD.

A linear block demonstrated underdevelopment, whilst a ‘horse-shoe’ block represented over-development, and a T-shaped block did not continue the urban form of the burgage plots to North Bar Street. Naturally, an L-shaped block was the most appropriate footprint.

Parking on Castle Street, either in a dedicated car park, or off-street to match 5-41 Castle Street opposite was a poor urban solution, so naturally locating parking centrally was both discreet and convenient, making it the optimum solution.

#### BUILDING DISPOSITION



#### PARKING LOCATION





## 4 DESIGN DEVELOPMENT

### 4.3 Scale & Massing

As part of the exploration of the most suitable way to articulate the building and create a suitable, interesting and recognisable architectural language for the proposals, based on existing precedents and urban forms.

As noted in section 4.1 the elevation to Castle Street is broken up into 4 features; Trelawn House, 2 terraces and a feature corner. The elevation to North Bar Street is a response to the architecture of the 'Main Route' conservation area.

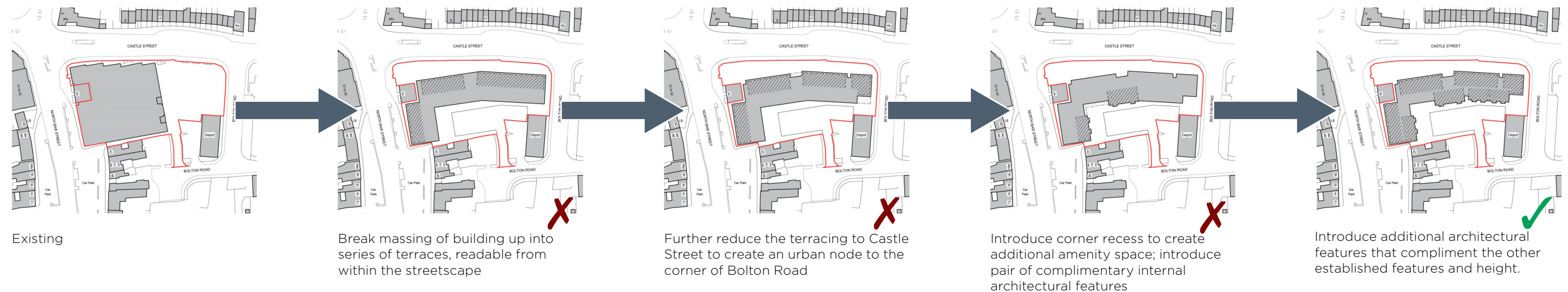
The height to eaves to the 'terraces' to Castle Street and North Bar Street are three storeys which is reflective of the existing buildings opposite and the height of the corner feature to Bolton Road is 4-storeys, which is also reflective of corner located buildings in the immediate area.

The terraces are further broken up into areas of brick and render, with a vertical emphasis, which is prevalent to the area.

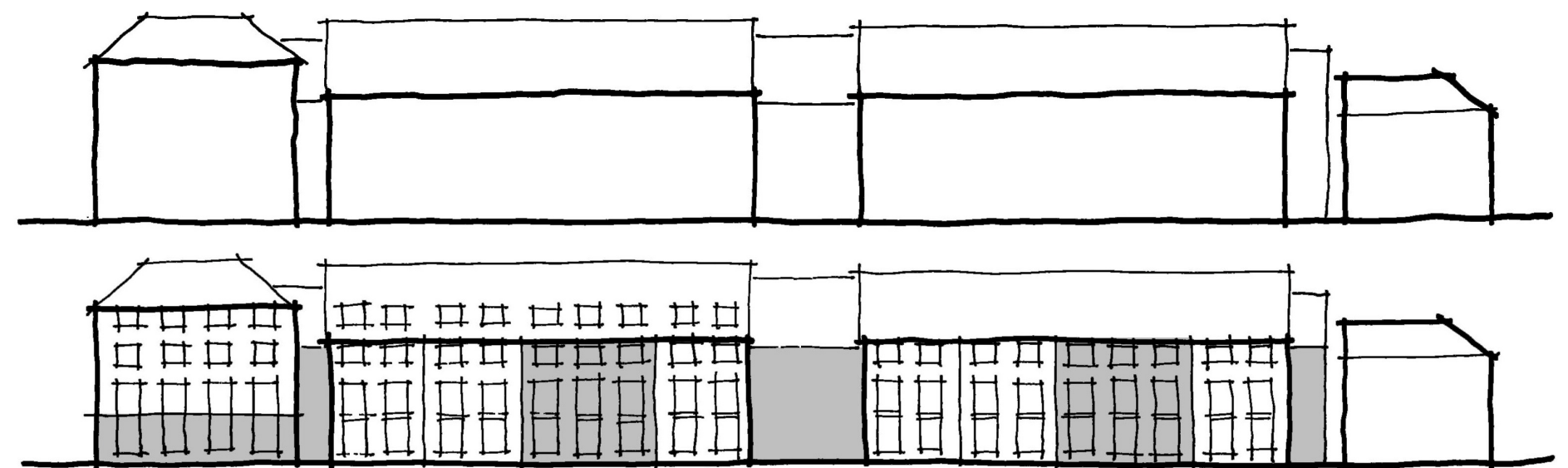
Ground and first floor windows to the main elevations have a vertical emphasis and are taller than the second and third floor windows. This feature is also prevalent to the area.

The scale is domestic, defined by person-height doors and windows, single-window openings to all rooms, eaves, a pitched roof, and generally features that are to be found on residential properties in the surrounding area.

### ARTICULATION



Gentle Density Diagram - excerpt from page 99 of Living with Beauty



Concept Massing to Castle Street



## 4 DESIGN DEVELOPMENT

### 4.4 Design Development to Castle Street

The elevational concept for Castle Street, as noted earlier, takes its inspiration and precedent from the terraced properties opposite to the site, 5-41 Castle Street.

Given the length of the elevation, and the slight curve of Castle Street bending the elevation, it was felt that a run of two 'terraces' was the most appropriate architectural solution.

Expressing the first floor apartments with full height windows was introduced after the pre-application design to give the fenestration better proportion within the elevation.

Expressing each individual 'house' within the terrace with brick fins has been considered however this was not in-keeping with the properties opposite, and was also considered a distraction to what should be simple elevations.

Each terrace has a rendered element which breaks up the elevation; the rendered element identifies the stack of 2 bedroom flats from the 1 bedroom flats, representing an honesty that the exterior reflects the interior.

Following feedback from Cherwell District Council, the proposals removed the majority of the dormered windows to the scheme, doors have been added to the Castle Street elevation, the central balcony has been removed and a parapet wall added to the feature corner to Castle Street and Bolton Road.

The 'feature corner' to Bolton Road was originally shorter and more stout, however it has been revised to be grander and more formal in its proportions. A stucco render plinth adds a sense of distinctiveness and importance within the elevation.



Initial elevation concept at pre-application



Changes through design development (retail omitted)



Changes through design development (materials developed)



Changes through design development



## 4 DESIGN DEVELOPMENT

### 4.5 Design Development to North Bar Street

The elevational concept for North Bar Street, was originally intended to be subservient to Trelawn House in the street scene, when viewed from North Bar Street, and share a similar height to the offices; the eaves height is lower than that of Trelawn House.

The starting point was that the building would present itself as two storeys to the road, and be read as a similar, smaller terrace to the ones proposed to Castle Street, allowing the proposals to 'turn the corner' around Trelawn House.

The second floor would be expressed through the use of pitched dormered windows, which is not an uncommon feature when viewed in the context of North Bar Street.

Following feedback from Cherwell District Council, their advice was to lift this part of the building up to 3 storeys so that the eaves and the street scene steps down to Trelawn House.

Given it's proximity to the 'Main Route' conservation area, each flat door was expressed with a traditional portico identifying them as 'front doors', and the ground and first floor windows were changed to 3/4 height windows, making the elevation, proportionally similar to other buildings along the street.



Initial elevation concept at pre-application



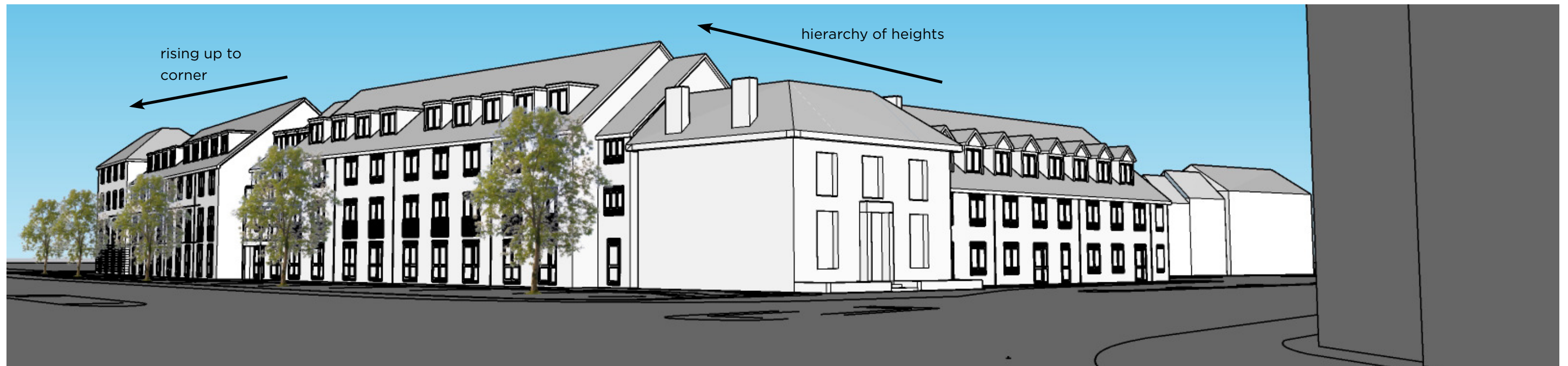
Changes through design development



Changes through design development

## 4 DESIGN DEVELOPMENT

### 4.6 Massing Progression



View of model from the corner of Warwick Road and Southam Road, looking south east, during design development



View of model from the North bar Street, looking north east, during design development



## 4 DESIGN DEVELOPMENT

### 4.7 Materials, Appearance and Elevational Treatment

The proposals seek to integrate themselves into the pattern of urban form with similar materials and features. On this basis the buildings surrounding the proposals have informed many of the choices of materials.

The majority of the proposals are red and red/orange brick, with off-white render to break up the façades. Heads and cills will match the brick with the exception of the elevations to the of the corner of Bolton Road and Castle Street, and North Bar Street where they will be cast stone.

The roof is generally pitched at 30-degrees to North Bar Street and 35 and 40 degrees to the rest of the development, with slate-effect roof tiles.

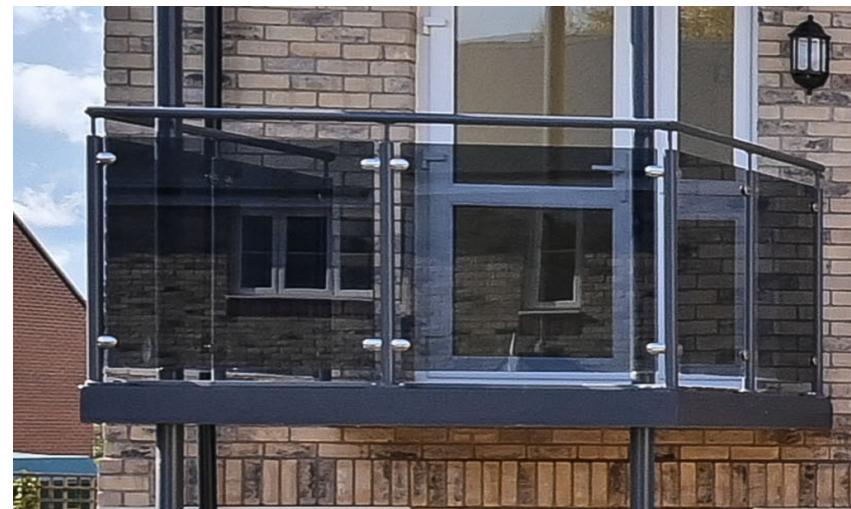
Windows will be white uPVC casement.

Rainwater goods will consist of white uPVC eaves and black downpipes.

Balconies generally will be grey painted metal, with tinted glass guarding to the walkout balconies.



1.



2.



3.



4.



5.



6.

1. Dormer Windows - Stormking lead-effect GRP dormers with white uPVC windows inset.
2. Balcony - Grey painted steel balcony with tinted glass guarding
3. Entrance Canopy - Traditional cast stone portico
4. Rainwater Goods - Black uPVC
5. Fascias and Soffits - White uPVC
6. Windows - uPVC Windows, colour White / cast stone window heads, colour Portland

Juliet Balcony - Q-line Stainless steel tubular frame with 10mm tinted glass infill  
 Balcony - Black painted steel frame; Q-line tubular stainless steel frame with tinted glass infill  
 Glazed Balustrades - Q-line Stainless steel tubular frame with 10mm tinted glass infill  
 Roof Tiles - Marley Edgemere Slate Effect Roof Tile - colour Grey  
 Roof Tiles - Marley Ashmore Concrete Roof Tile colour Smooth Grey



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### 4.8 Landscape and External Amenity

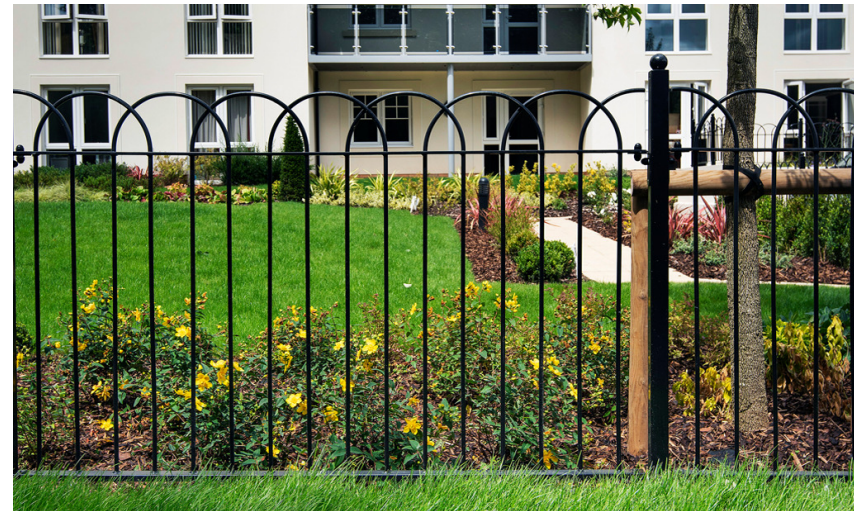
Typically the landscaped and amenity areas are for passive exercise and the visual enjoyment of the of the residents, rather than active recreational uses.

The boundary fronting any road or highway is typically bordered by black railings with planting behind (image 1).

Typically, the main amenity space contains a centrally located patio area, with outdoor seating for residents (images 2 & 4).

Areas of lawn are interspersed between the planting, patios, car park, main entrance and paths, providing usable amenity spaces (images 3 & 6).

A small area of public amenity is proposed to the north-west corner of the site. It is a small gated, fenced off area with a circular path surrounding a piece of public art, type to be agreed.



1.



2.



3.



4.



5.



6.

- 1. Railings - 10mm dia. black polyester powder coated hoop-topped metal railings
- 2. Patio
- 3. Border
- 4. Pergola
- 5. Planting edge border
- 6. Apartment patios and paths



## 4 DESIGN DEVELOPMENT

### 4.9 Access and Movement

*"In well-designed places, people should not need to rely on the car for everyday journeys including getting to workplaces, shops, schools and other facilities, open spaces or the natural environment."* National Design Guide Paragraph 83

#### Site Access

Principal pedestrian access is gained from Bolton Road and North Bar Street.

The main entrance to the building is clearly marked by a distinctive traditional portico.

The vehicular access and car parking layout proposed will accommodate the day to day vehicular needs of the occupants. The sustainable location will encourage a reduction in vehicle ownership.

A mobility scooter store with charging points is proposed.

The visibility splays and access position have been reviewed and a refuse vehicle can safely execute a three-point turn within the car park.

#### Building Access

The proposal is accessible and easy to move around.

The building has internal layouts, specifications and construction details that will allow a safe and convenient use by owners and visitors and will fully meet the requirements of Part M of the current Building Regulations. Communal access includes:

- Step-free access to the apartments, communal spaces and parking areas.
- Step-free access to communal WC on ground floor.
- Step-free access to external outdoor space from the entrance storey.
- Lift access to all floors - 8 person with a minimum 800mm wide door opening and a lift car that is 1100mm wide by 1400mm long, thus providing suitable space for most access needs.
- All communal corridors are a minimum of 1.4m wide to make them easily traversable by a wheelchair user.



Proposed Site Plan